

Qu'Appelle Progress.

Vol 2, No. 23.

QU'APPELLE, ASSIN., MAY 19, 1887.—SIX PAGES.

Price Five Cents

ELIE GORDON,
ADVOCATE, NOTARY PUBLIC, CONVEYANCER,
COMMISSIONER FOR MANITOBA, &c.
Agent for Canada North West Land Co.,
and Qu'Appelle Town Site.
Fire & Life Insurance, Money to Lend,
QU'APPELLE STATION, N.W.T.

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LAWYER, SUPREME COURT, ENGLAND,
NOTARY PUBLIC,
Advocate for North West Territories,
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DOMINION LAND SURVEYOR AND
CIVIL ENGINEER,
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G. S. DAVIDSON,
LICENCED AUCTIONEER
For the North West Territories. Sales con-
ducted on the shortest notice. Arrange-
ments can be made at my Office, or at the
Progress Office.

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Agent for
Fire, Life, Accident, Guarantee, Marine
and Carriage Insurance,
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VETERINARY SURGEON,
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Office at Leland House.

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QU'APPELLE.

MAY be consulted at the Queen's Hotel
the fourth Friday and Saturday in
each month.

OFFICE—WHITEWOOD, N.W.T.

D. R. W. G. KEOWN,
SURGEON DENTIST,
REGINA,
Will visit, professionally, Qu'Appelle, on
the third Monday and Tuesday in each
month. All work guaranteed satisfactory. Charges
moderate.

QU'APPELLE
Stove & Tin Depot.

E. WISMER.
WHILE returning thanks for past pa-
tience, would direct attention to a
large stock of

STOVES AND TINWARE.
My Stoves are from the best manufac-
turers, and were selected to meet the re-
quirements of the Northwest trade.

QU'APPELLE STATION.

FRANK MARWOOD
SUCCESSOR TO T. WELSH,

General Blacksmith
AND
Practical Horse-shoer.

A trial service from parties having farms or
interfering property. Few horses make to
order and satisfaction guaranteed.

WORK DONE CHEAP FOR CASH.
Qu'Appelle, April 21st, 1887.

—Great profusion of fancy goods,
albums, indestructible, kid and china
skins, tin and wooden toys, &c., &c.,
at The Progress store.

New Millinery and Fancy Store.

MISS A. MCRAE
has opened out a well assorted stock of
MILLINERY,
FANCY GOODS, ETC.,
in the premises lately occupied by Dr.
Cartwheel.

QU'APPELLE ST., QU'APPELLE.

STEMSHORN & CO.,
WATCHMAKERS
AND JEWELLERS,

REGINA N. W. T.

A splendid assortment of

Watches, Clocks and Jewellery
always on hand.

Repairs sent from the country will find
our prompt attention.

IMPORTERS OF GERMAN
HARZ MOUNTAIN CANARIES,
Regina, April 14, 1887.

JOHN B. MILLIKEN, & CO.

Manufacturers and Dealers in all kinds of
Harness & Saddlery

WHIPS,
CUTLERY COMBS, &
HORSE BRUSHES,
BILLS,
BANKETS,
SPURS,
TRUNKS,
VALISES,
ETC., ETC., ETC.

Johnston & Forbes are appeal-
ed on railway bonus.

From G. S. Davidson and others re-
bounty on g phers.

Committee report as follows: The
communication of the Out, and Qu'Appelle
Appeal Land Co., re taxes, was re-
plied to by the clerk in accordance
with the instructions of the committee,
and the Company have now paid the
taxes for the years 1885 and 1886
upon all the lands which they admit
belong to them. A large portion of the
lands assessed to them are reputably
by them however, and are of opinion
that the council should take some
action in reference to these odd num-
bered sections upon which exemption
is claim'd, the lot of land which
the Company admit ownership of is
now on file in the clerk's office. We
would recommend that the sum of
\$10,000, being the amount of statute
labor charged against sec. 19, 19, 11,
be remitted, the said labor having been
performed. Your committee beg to submit
for the consideration of the council
the following estimates for the
current year:

All Bills rate, \$100.00
Railway, " " 100.00
General expenditure, " 650.00

Total, \$2850.00

All of which is respectfully submitted.

Moved by Ross and Gordon that the
following accounts be paid: Thomas
Carroll, \$3.90; E. J. Weidman, \$17.65; R. Bell, \$4.00, school
district No. 2, \$172.94; also a further
cheque to school district No. 2, \$1.25,
Carried.

Moved by Ross and Tewartha that
F. G. Marwood be paid \$40.00 as
portion of his salary as assessor. Carried.

Moved by Ross and Tewartha that
a Court of Revision be appointed to
consist of the following members:—
Chairman, L. Gordon, Hugh Armour,
J. Smith, and J. Court. Carried.

Moved by Gordon and Smith for
a cheque for the sum of \$100.00 to
be granted to the clerk of the council to
be expended as follows: In payment of
a bounty of three cents for each
goat fed presented to said clerk by
a resident of this municipality on such
resident saying to the clerk that the
goat was fed within the limits of this
municipality or before the 7th May
instant, and payment for which
was demanded of him before said date,
and thereafter at the rate of one cent
for each goat tendered by a resident of
this municipality, on the clerk being
satisfied that such a goat was killed
within the limits of this municipality
until the whole of the said sum be ex-
pended. You are now being called
by Mr. Ross, Mr. Gordon, Armour,
Carroll, Smith and Tewartha, Nays,
Ross, Carroll.

Moved by Gordon and Armour that
the statue labor charge for the 1st and 2d
of May, 1887, amounting to \$10.00 be
remitted. Carried.

Moved by Gordon and Smith that
the Court of Revision of the mem-
ber of council of South Qu'Appelle
be held in the clerk's office on the 2d
day of June next, and that the clerk
be requested to give notice of a 6 months

Monday, 28th March, A.D., 1887.
Monday, 27th June, A.D., 1887.

By Command,
A. E. FORGET, Secretary.

Lieutenant-Governor's Office, /
Regina, 20th March, 1887.

COUNCIL MINUTES.

SOUTH QU'APPELLE.

Council met at the Queen's Hotel,
Qu'Appelle, May 7th, 1887. Present,
Messrs. Thompson, Gordon, Craig,
Smith and Tewartha.

On motion council adjourned to
meet forthwith at McLea's Hall for
the dispatch of business.

Council re-assembled, minutes of
last meeting read and confirmed.

Communications and Petitions:—
From G. H. V. Balyea and others re-
dog tax. Referred to council for con-
sideration.

From G. S. H. Halyea re debts.
From G. H. V. Balyea re state-
ment of funds on hand. Referred to
council committee.

From G. H. V. Balyea, chairman of
school district No. 2, with a state-
ment of school taxes collected on R.R.
of 1885, and deposited as general
tax, requesting that the amount shown
be paid to Treas. of the school dis-
trict. Referred to finance com.

From R. Bell re statute labor.
From J. H. Benson (clerk), re list
of back taxes.

From Johnston & Forbes re appeal
on railway bonus.

From G. S. Davidson and others re
bounty on g phers.

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ing in insertion of the Qu'Appelle
PROGRESS. Carried.

The clerk produced a statement of
attorney paid for commutation of
statute labor, as follows:

For Ward No. 1,	.....	\$40.00
" 2,	.....	40.00
" 3,	.....	22.00
" 4,	.....	94.00
" 5,	.....	80.00
" 6,	.....	64.00
" 7,	.....	72.00

\$412.00

Moved by Ross and Smith that the
chairman and clerk sign cheques for
\$141.8, gopher bounty. Carried.

Moved by Gordon and Armour that
the committee on by-laws be and are
hereby authorized to introduce a
law at the next sitting of council for
paying a tax of \$1.00 on each dog, a
dog to be provided by the owner, to be
attached to the dog's collar. Dogs un-
claimed to be destroyed by officer ap-
pointed for the purpose; such by-laws
exempting one dog the property of a
farmer kept by him on his farm. Carried.

Moved by Ross and Craig that the
law awaiting by-law No. 3 be now
read a third time. Carried.

Moved by Ross and Armour that the
law respecting by-law No. 4 be now
read a third time. Carried.

The following by-laws were read a
first, second and third time:

By-laws appointing pound keepers and
defining pounds.

By-law defining dumping ground for
slush and manure.

By-law requiring back tax on an em-
ployer and that have been handed to
the collector.

Moved by Gordon and Craig that
the account of J. B. Robinson for de-
livery and table for the use of the clerk,
amounting to \$42.00, be paid. Carried.

Council then adjourned.

WOLSEY COUNCIL.

Council recessed at Wolseley on
Saturday, May 11th, pursuant to
adjournment.

Present: The chairman, councillors
Madlin, Mann, Fleming, Jolly and
McPhail.

The chairman took the chair at
1 p.m.

The minutes of preceding meeting
were read and confirmed.

The committee on Campbell's
bridge reported. Adopted.

A communication was read from
the Lieutenant-Governor stating that
there were no funds available for the
municipality from the Federal grant
for the year 1886-7.

The clerk was instructed to communicate
with Mr. Perley, with reference to the sums he had stated
would be available.

The Treasurer having expressed his
desire to resign his appointment.

It was moved by Fleming and Mc-
Phail that Mr. Campbell resignation be
accepted as soon as the books, &c.,
were handed over to his successor and
the new Treasurer had expressed his
willingness to take over the same. Carried.

Moved by Fleming and Jolly that
the appointment of treasurer be offered
to Mr. S. V. Bray at a salary of
\$75 per annum. Carried.

The following accounts were passed:
Am. Mann, incoming cemetery, \$75.
69; g phers per cent, 160. \$31.08.
Jolly, \$10.12. McPhail, \$2.20.
Fleming, \$17.44. Madlin, \$2.52.
Jolly, \$8.12.

Moved by Madlin and McPhail
that the statute labor be employed in
paving fireguards running north
and south as nearly as possible, on
the roads on which the statute labor
has been spent in former years, with
cross guards running east and west
at 5 or 6 miles apart according to the
system approved by the council. Carried.

Moved by Madlin and Mann that
each councillor be a committee to
inspect his district and report on the
most suitable place for fireguards.

A communication was read from the
Lieutenant-Governor stating he would
bring his subject of horse caused by
engines of the C. P. R. before the
next meeting of the Northwest Council.

The clerk was instructed to draft a
by-law authorizing the removal of

the engines.

For it is always summer by your side.

And if we leave you, sweet, and our land
we leave.

For you like birds of summer long,
How can you leave us, as we leave our native land.

Are not your names, names, part of your

How can you not for us a these dear lands?

You cannot hope to make us stay away.

When summer comes, birds like us
leave it.

From Antioch to the regions.

Who talks of lost? By all that's fair and
true.

You are the sweetest land we ever saw.

Some day we will see John in the West

Mountain. —

—

a promissory note for two months was
passed through its several stages.

The following were appointed to
serve on the Court of Revision, to assemble
at Wolseley on the 11th of June:

The chairman, comms. Jolly, McPhail,
Mann and Fleming, com. Jolly was
appointed chairman of the Court.

Council adjourned to re-assemble on
Saturday, June 11th, at Wolseley, after
the sitting of the Court of Re-
vision.

COMING LIEUT.-GOVERNORS.

The Ottawa Journal has the following
to say about the rumor about the suc-
cessors to the Lieut.-Governors Aikens
and Dewdney:

There has been a good deal of spec-
ulation of late as to the probable next
lieutenant-governor of the Northwest
Territories. Notwithstanding the pos-
itions which have been coming in for
a re-appointment of Lieut. Gov. Dewdney
there is a feeling that he will not get there. Among others named
has been Mr. Joseph Royal, M. P., but
Mr. Royal is now expected to fall in
for the governorship of Manitoba, Lieut. Governor Aikens' term expiring
in September.

There is a wide-spread movement
among prominent Conservatives in the
city and in Parliament to secure the
honor for Mr. Mackintosh. They
claim that his executive ability and
services to the party entitle him to it, and
a Conservative whose opinion is
worth a good deal, declares that in ad-
miration of Mr. Mackintosh Dewdney

will be Lieut.-Governor Dewdney's successor.

All the indications go to show
that there will be a great immigration
boom to Canada this year, and that
the influx will be made up of exactly
the most desirable class of settlers;
sturdy and progressive citizens fully
capable of entering into and developing
the great resources of the Northwest. The
Minister of Agriculture, under date of
Saturday last, received word that five
steamers had left Liverpool during the
week carrying 2,750 emigrants for Canada, a large portion
of whom are agriculturists, many
possessing capital. The revival must in a large measure
be attributed as an outcome of the India-Colonial Exhibition,
and it is a source of great satisfaction
to know that the fact was very prominently brought forward on
every hand by the Dominion officials
that agriculturists alone are required here
with all the discomfits of a new country.

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desire to resign his appointment.

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Phail that Mr. Campbell resignation be
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livery and table for the use of the clerk,
amounting to \$42.00, be paid. Carried.

Council then adjourned.

AN INTERRUPTED VALENTINE.

With acknowledgments to Dr. Talmage,

Dear Comin Canada, you know we like you,
Jane and December brighten with your
cheerful smile.

Not for the world we'd lift a hand to strike
you.

There is no war in our present arms.

See how we flounder through your snow-
y winter parties.

All hands down toboggan parties we

Neat like it fits us we know how warm you
heat.

For it is always summer by your side.

And if we leave you, sweet, and our land
we leave.

For you like birds of summer long,

How can you leave us, as we leave our native land.

Are not your names, names, part of your

How can you not for us a these dear lands?

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—

The Qu'Appelle Progress

Is Published every Thursday

At The Phoenix Printing Office, in the Town of Qu'Appelle, Assinibina, Canada.

Subscription price: \$1.00 per annum, in
variety in advance; single copies 5 cents.

The rates for our advertising space by
contract are as follows:

One	One	Three	One
week.	month.	months.	year.
\$1.00	\$1.50	\$3.00	\$10.00
Half column	8.00	10.00	20.00
Quarter column	5.00	7.00	15.00
Three inches	3.00	5.00	10.00
Two inches	2.00	4.00	8.00
			20.00

Business cards \$1.00 per month payable
quarterly.

The above rates do not apply to auction
sales, court notices, calendar meetings,
legislative notices, or anything of a temporary
nature. Transient advertisements, 10 cents
per line first insertion, 5 cents per line each
additional insertion. Yearly advertisements
allowed to be changed monthly, if often
\$1.00 will be charged for each additional
change.

Business local, 50 cents for first twenty,
five words, 2 cents for each additional word.

The publisher reserves the right to refuse
to insert advertisements of a questionable
or objectionable character.

Address, JAMES WEIDMAN,
Qu'Appelle Station, Assinibina,
E. J. WEIDMAN, Proprietor.

DISALLOWANCE.

For some time the people of the province of Manitoba, and the city of Winnipeg more especially, have been agitated over the question of the disallowance of provincial railway charters by the Dominion Government. It is a matter of fact well known to the older residents of the province that Winnipeg has been the hotbed of agitations every since it had an existence. When the Mackenzie Government was in power, the agitation of the then hamlet was great against the original government location of the C. P. R. across the Red River at Selkirk. When the present C. P. R. Company was organized, Winnipeg went into hysterics of rejoicing, and landed the contract to the skies, and the monopoly feature was commended. The road was located through the city, and everything was lovely for a time. It was not long, however, before other agitations found their commencement in the ambitious provincial capital, notably the Farmers' Union and the demand for an increase of the provincial subsidy. Last year the Hudson's Bay Railway came to the top, and was the furor for a brief period, when it paled before the wave of anti-disallowance. The men and the newspapers that thought at one time that the bargain with the C. P. R. was a good one, and commended it highly, have now gone back on their record, and are as strong in condemning, as they were previously in approving it. That does not say much for their astuteness or foresight. Although the agitation seems to have spread over the province more or less, still the chief interest centres in Winnipeg and that city appears to have arrogated to herself the right to dictate, as it were, what both the Dominion and Province shall do to relieve her of the so-called incubus which she claims handicaps her progress. She sent a delegation to Ottawa to push the agitation without inviting co-operation from the other towns in the province. When the delegation arrived at the capital, its members ignored the representatives of the people in Parliament, and proposed to interview the Government without the aid or presence of the members from Manitoba, though this was found to be a mistake, and they were afterwards invited to be present. The Government gave the delegation a respectful hearing, but made no promises, and the city has since waked up to the act that it would have been wiser to have saved the money spent on giving the delegation a pleasant trip to the capital. Looking at the question from every point of view, after all that has been said, it still appears that the agitation is

chiefly in the interest of Winnipeg. Then the question comes up could not the longest for object—railway competition—have been stated without so much fuss and feathers? That city is only about seventy miles from the international boundary line, and the intervening country is level prairie, so that the cost of building the railway cannot be so very great. Then why not have it built? Oh, but the reply is—if a local charter is granted it will be disallowed by the Dominion Government. Well supposing it is? What about the contention that the Canadian Pacific Railway contract does not affect the old province of Manitoba, which was a part of Confederation before the contract was made? On this the province took the matter into her own hands, as the Norquay Government appears to have done, and built the railway herself? Oh, is there not an appeal from disallowance to the Imperial Privy Council? We should say there was. Then why all this howling against the Dominion Government particularly. A fair square bargain was made with the C. P. R. Co., which met with the approbation of the whole country, and the Federal Administration is in honor bound to stand by it. Though the C. P. R. is completed and in operation through from ocean to ocean, years in advance of the time agreed upon, the question of its traffic paying through the Northwest Territories and British Columbia is still a thing of the future. The railway company has more than carried out its bargain, then why should the Government refuse to fulfil its share? The company has dealt generously with the country; it has not charged exorbitant rates for traffic; its service has been efficient, and it has kept in advance of the requirements of the greater portion of the territory through which it passes. Then why should a people begin to怀疑 the old Manitoba having at way out of the so-called difficulty, jettison the considered law competition, that stopped so far east, would affect the Territories. For a time at least we fear that the C. P. R. might be compelled to so manage their traffic as to work to our disadvantage, and one part of the country would thus have to pay for the benefits given another. Its train service and the extension of its branches might have to be sacrificed to meet the cut in rates that competition at Winnipeg would create. Let that city make use of the means at hand to accomplish the end she seeks, but until the country is morally demands the cessation of disallowance, it is too much to expect that the Dominion shall be called upon to pay the C. P. R. Co. a large sum of money for its monopoly clause. It was just a fair bargain, and in all honor the country should stand by it, at least until better means can be shown than are being put forward at present for a change. If Winnipeg and the province of Manitoba had kept working away at the Hudson's Bay Railway scheme, and not wasted their energies on this disallowance question, it would have been more to their advantage. The Dominion Government might have been induced to seek that resolution further. Then looks more desire for the sake of the great corporations of the country. I was informed that they own \$1,000,000 worth

of land in the Northwest, and, when I expressed surprise at this, he told me that the large sum was ingeniously made that his company was exempt from taxation. If there is any question which affects the people there it is this. The land is set off on the checkerboard system. The people are a mile apart at best, and, when the odd sections are sold to these companies and to different individuals in such a way that they cannot be taxed because the people cannot find out to whom the land has been sold, a great injustice is done. That is one of the reasons why I ask that this information should be brought down, so that our municipalities may be enabled to find out to whom the land belongs without going to law and having to pay costs, because the land may have been sold to some one other than those from whom they seek to recover the taxes. I believe, this House will agree that, in justice to these settlers, they are entitled to this; and I may inform the House that nothing upon which it will legitimate this session will be more to the advantage of that country than to make these lands, when once they are sold, subject to taxation, and to compel the Canadian Pacific Railway Company to state to whom the land is sold. I want you to understand that we do not desire that one iota of the contract shall be violated in any respect, but after the land has been sold, we claim that this large corporation shall be compelled to tell who owns the land, in order that the person may be able to have a fair share of the benefits that will accrue to the land and to the country in the way of improving it, as the settler is now doing. Mr. Speaker, I thank you and the House for your kind attention to this my first speech, and I am glad that I have not been called to order.

Mr. PEILEY (Assinibina), moved for:

Estates of lands sold by the Canadian Pacific Railway Company up to 1st April, 1881, in the Northwest Territories; whence, and to whom.

He said: I make this motion with the assurance that I will have the sympathy and support of every hon. member in this House. We are all quite aware of the fact that, in the district which I have the honor to represent with my hon. colleague, a large portion of the lands which were given to the Canadian Pacific Railway Company, as a bonus were selected; and while we do not claim that we want any portion of the contract with that company violated, not even that which exempts their land from taxation for a number of years, yet there is a provision in the contract that when that land is sold, it shall be subject to taxation. It is well known that certain companies have purchased certain portions of land from the Canadian Pacific Railway Company, and that they are seeking to have their lands still exempted from taxation, while they are selling them and otherwise receiving a benefit from them. This is a great detriment to the settlers. I think this House is quite conversant with the fact that it is very important in the interest of every community that all the lands should be opened to taxation for the support of schools, roads and bridges, and other purposes for which lands should be taxed. We are all aware that the progress of that country must depend upon the contentment and satisfaction of the settlers. But, when you find that a large portion of the land has been sold to companies who have come under an agreement with the Canadian Pacific Railway Company, a very great injustice and a very great wrong has been done to the settlers of that country. While we are not desirous in any way to interfere with the contract with the Canadian Pacific Railway Company, nevertheless we are of opinion that some pressure should be brought to bear on that company to give information to the settlers to whom these lands have been sold, in the Northwest Territories. We are very short of funds. We have not the advantages of the local Government to be able to impose taxation in the same way as other portions of Canada, so that our people are unable to receive schools to the extent that elsewhere would, and they are unable to obtain a very large revenue for the support of roads and bridges, because we have not the money and have not the people from whom to get the money. It is very important for the well-being of that country, its desire to which every member is deeply interested, and which every member looking to with hope and pride, as likely to become a prosperous land, that the contentment of the people should be secured, and that can only be done by their having facilities for local self-government and enjoying those privileges which they are entitled to. In consideration of the other right with a gentleman who represents one of the great corporations of the country, I was informed that they own \$1,000,000 worth

of land in the Northwest, and, when I expressed surprise at this, he told me that the large sum was ingeniously made that his company was exempt from taxation. If there is any question which affects the people there it is this. The land is set off on the checkerboard system. The people are a mile apart at best, and, when the odd sections are sold to these companies and to different individuals in such a way that they cannot be taxed because the people cannot find out to whom the land has been sold, a great injustice is done. That is one of the reasons why I ask that this information should be brought down, so that our municipalities may be enabled to find out to whom the land belongs without going to law and having to pay costs, because the land may have been sold to some one other than those from whom they seek to recover the taxes. I believe, this House will agree that, in justice to these settlers, they are entitled to this; and I may inform the House that nothing upon which it will legitimate this session will be more to the advantage of that country than to make these lands, when once they are sold, subject to taxation, and to compel the Canadian Pacific Railway Company to state to whom the land is sold. I want you to understand that we do not desire that one iota of the contract shall be violated in any respect, but after the land has been sold, we claim that this large corporation shall be compelled to tell who owns the land, in order that the person may be able to have a fair share of the benefits that will accrue to the land and to the country in the way of improving it, as the settler is now doing. Mr. Speaker, I thank you and the House for your kind attention to this my first speech, and I am glad that I have not been called to order.

NON-INTERCOURSE.

Reports come from the other side of the border that the non-intercourse will shortly be proclaimed with Canada, and that a commission will be appointed to make the matter in detail. The word supports that joint commission would provide non-intercourse, and that following possible failure of such commission to effect an arrangement, when the American public come to a similar resolution to whom they prove that, if the American Government makes that by any means cause of collision-intercourse to be inflicted on the Canadians, and that it will be in their interest to bring a better long with us, it's already made. Absolute non-intercourse is a rule that works both ways; and whenever injury is inflicted on the larger share would fall on the United States. For it is reported that Canada is in a position to inflict a neighbor. All this bluster about retaliation is intensely silly. Canada quite understands it all. Its object is to bring and no amount of the kind of pressure will have any effect at this time. There was a time, however, when such things might have had some effect upon our people, but the time has passed away. The American thinks to the west territory of St. John's Island, and the east territory of the C. P. R. is now entirely beyond the reach of injury from the colonies of Great Britain while of themselves—so far as our fish—will be still open to us every day and if Uncle Sam wants to pay double prices for an inferior article of fish than this is overlooked. Let it be understood, the chief market for all our salmon is Liverpool and not New York, and with us that salmon demand a premium all the time, with the idea of the Pacific are rapidly becoming our customers. The Spanish colonies in the Atlantic are the consumers of our surplus fish. We have no objection to talk with our neighbors, neighbor, but the strictest non-intercourse will increase Canadian prices and be far from superinducing such a concession.—Globe and Mail.

THE UNHORDED ARRANGEMENT.

The offer that Lord Salisbury is reported to have made to the United States Government of free access to Canadian fisheries on the simple condition of free access for Canadian fish sold out to United States waters can only be made preferable to the people of this country, if it is made with some understanding of common and reciprocal between Canada and the United States. If it is represented as reported, it is all in favor of the United States and against Canada. No doubt whatever fishery interest in this country can be best traded in fishery products sent to the United States, but it would be altogether unfair prior to the advancement of that particular interest, to place our neighbors on par with ourselves as regards the use of all our best inshore fishing grounds. In admitting Canadian fish to their own markets, the American people give themselves the benefit of cheap fish, and it is for this that Canada is asked to compensate them by handing over the whole of the fish singly. It is evident that the thing cannot possibly be in present shape. Canadians will not feel disposed to offend the people of one of their chief national advantages without getting something in return, and it almost looks as if Lord Salisbury, in making this proposition, was prepared for what I might lead to. Free trade between the two countries, whatever objections might be urged to it on various grounds, would be an advantage itself in which Canada might take subject less of injury and capture, fearing that her interests had been disregarded, but this mere distrust or want of trust would handle the matter better, digging in and interests. It would surely be thought that the position Canada has been in for some time. If Canadians were to expand over their fisheries as much as from time to time, and establish new laws at Lord Salisbury's special request? If the arrangement is one satisfactory to us, and it would have interested us, we would be glad to have it. The Canadian State is of opinion that the Canadian Government will make the stipulation to the Canadian fisheries close trade relations between Canada and the United States. We do not know what opinion Lord Salisbury will have on this subject, and make up his proposition when it is submitted to him.—Standard Dev.

The Winnipeg Morning Call has the following in its Ottawa telegrams:

The Northwest Territories have received several of the Canadian ministers regarding legal government for the Northwest. The Canadian favors some measure of government, but as to the extent, however, has not been made. In fact, it will not be passed this session. This will not, however, be the opinion of the majority of the people, but the majority of the people do not want to see the Northwest Territories as a separate entity. The Canadian government is one satisfactory to us, and it would have interested us, we would be glad to have it. The Canadian State is of opinion that the Canadian Government will make the stipulation to the Canadian fisheries close trade relations between Canada and the United States. We do not know what opinion Lord Salisbury will have on this subject, and make up his proposition when it is submitted to him.—Standard Dev.

The Indians who recently fled the mounted police and a party of freighters near Redfern, that were captured by the police, a detachment of police, and taken prisoners to Moose

The Hamilton and Brandon railroads are partially bad, and Mr. New Haven, who gave the word, says that the line will be completed to the Canadian Pacific, probably to 100 miles, within a few months. The

J. B. ROBINSON
Contractor, Builder,
etc. etc.
QU'APPELLE.
All Work in my Line will Receive
Careful Attention.

J. H. MacCAUL,
DEALER IN
LUMBER,
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OFFICE AND CARD FABRIC C. P. R.
STATION, QU'APPELLE.
Qu'Appelle, May 28, 1885.

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QU'APPELLE STREET,
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BREAD! FRUITS!

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DOOLITTLE'S
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A large and plentiful assortment of
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HALF-TWEEDS,
DOESKINS,
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PILOT CLOTHES,
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Wheat, Graham Flour, etc., etc.

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THAT BOY.

Through the house with laugh and shout,
Knees threadbare and elbow out,
Mamma bears with anxious doubt,
That boy.

Van are all the lessons taught;
In one short hour they are forgot,
Gentle manners learned not,
That boy.

Thus she muses, while she tries
To soothe the wakened baby's cries;
While to other mischief lies,
That boy.

With aching head, this mother mild,
Looks to the future for her child,
Still heedless, yells in accents wild,
That boy.

She hears the dread, uncanny tone,
And stirs something like a groan,
To some bad end will surely come
That boy.

Patient mother, wait awhile;
Summon back thy loving smile;
Soon will graver care begin,
That boy.

Soon the boy "with cheek of tan"
Will be the brawny, bearded man,
If thou would trust and honor them,
That boy.

Trust him now, and let thy care
Shield his soul from every care,
That waits to capture, snare,
That boy.

And when, though worn and oft distressed,
Thou knowest that God thy work has blessed,
Then trust with him for all the rest,
That boy.

NEW TRADE FOR OUR STORE CATTLE.

Mr. George Wilken, Waterside-of-Forbes, Vale of Alford, Scotland, well known amongst the Aberdeen-Angus breeders, writes to us as follows: A Company has just been formed in Aberdeen with a capital of \$60,000, for the purpose of importing from Canada direct to the Port of Aberdeen a number of well-bred two-year-old store cattle. I leave early in April for Canada to arrange to start this business, either by getting the present shippers from Canada to send this class of cattle direct to Aberdeen or to buy the cattle. It is not intended this year to ship cattle direct till about August, when special steamers will be chartered by the Company to convey the cattle direct to Aberdeen.

The farmers in the northern counties buy a great number of store cattle principally from Orkney and Ireland, and Canadians from Glasgow. As there has been a good deal of disease come with Irish cattle, and as they are mostly landed in Glasgow, the feeder in the north would prefer to have Canadian cattle, if of the right sort, landed at the Port of Aberdeen, where a landing stage has lately been licensed for foreign cattle by the Privy Council.

It hardly needs be told that Aberdeen and the northern counties import and feed more cattle than any others in Scotland, and the Canadians will have an opportunity of showing the Scotch farmer what he can do in the way of breeding a good class of cattle. None but well-bred cattle will suit this trade, and if such are to be had in any quantities it will likely develop into a large business, it is to be hoped profitably for the Canadian who breeds and his brother farmer in Scotland who is to finish the feeding process.

This is very encouraging intelligence for our farmers, and we welcome every new trade which may be opened for their benefit. Before embarking in the business, however, they should calculate closely whether it would be more profitable to ship store steers or those well fattened in pasture or stall.

A despatch from Montreal says: The plans and all the preparations for giving out the contract for the erection of a new passenger station in the west end of the city for the Canadian Pacific railway are now completed and no time will be lost in commencing operations. It will have a frontage of 200 feet on Windsor street and will extend westward on Domagana street for 500 feet. The tracks will be elevated thirteen feet above the level of Domagana street. The main end will be on the latter street, where a corridor the whole length of the building will be constructed for sheltered exits and other vehicles. A tower 204 feet in height will be raised at the corner of Domagana and Windsor streets. There will be six flats in the tower for general offices in a wing extending on Osborne street. Montreal stone will be used in the erection of the building, which will be very massive and grand. Dining-rooms, kitchen and every accessory for passengers will be provided, as well as accommodation for immigrants.

The line that will connect with the station will run from the new bridge at Lachine on iron trestles, similar to those used by New York. This will settle the level crossing question, which is exciting great agitation here, so far as the Grand Trunk is concerned. It is insisted that the new structure will not be excelled by any railway station on this continent for its magnificence and modern conveniences.

LORD LANSDOWNE AND HIS TENANTS.

The Irish correspondent of the Toronto Mail in his last letter writes: All the outcry against the Marquis of Lansdowne is being fomented for the benefit of Ireland's exiled sons in Canada and the States. If Lord Lansdowne lived quietly in London like Lord Clanricarde no one would say a word about the evictions on his Queens county estate any more than about those on any other estate in Ireland. It is now becoming only too well known that the tenants at Luggacraun might have avoided the present crisis if they had acted with a fair amount of cordiality and straightforwardness. It is not true that they were refused all reductions. Very substantial abatements were offered to both Kilbride and Dunne, and before many months are over they will wish they had accepted them. I saw Mr. Kilbride in Dublin the other day, at a meeting of the National League, where he was being paraded as a victim of landlord tyranny. A more fashionably-dressed well-got-up young gentleman it would be impossible to imagine. His gloves were irreproachable, and his cigars of the best brands. It would do the Irish landlords an immense amount of good service if the I. and P. U. would take Mr. Kilbride and Mr. Dunne, the ex-J. P., over to the States and then to Canada, and parade them as victims of landlord tyranny. These men are not victims of anything worse than a vicious agitation, but then, unfortunate laborers and sub-tenants are dupes and victims of the worst order. For the present the evictions on the Marquis of Lansdowne's property are suspended, and it is hoped there will be no more, for the tenants are showing signs of coming to their senses, but last Saturday all the holders on Mr. Dunne's large farm were turned out, and the proceedings at these evictions will show who are the real victims. The land on which the evictions were carried out was, on the whole, much superior to that over which the evicting party travelled on the past two days of the campaign, it being drier, not so much covered with furze and less mountainous. The cottages, too, were of a better class, the majority of them being built of stone and slated. Considerably more opposition was offered by the occupants to being turned out—or rather to let emergency-men in—for in most cases furze, chaff and reeds were piled up inside the rooms and set on fire, so that when the doors were opened, dense volumes of smoke issued forth and rendered entrance a matter of great discomfort and a rather slow process. The crowd of spectators was not by any means so large as that which assembled two days before—in fact at no time did it number more than 150 or thereabouts.

The Mail's London correspondent cables: Emigration to Canada is assuming large dimensions. Yesterday the Dominion steamer Vancouver left Liverpool under exceptional circumstances. She took 175 persons of good character, selected by the Society for the Promotion of Christian Knowledge, also 52 young gentlemen from Manchester and 70 Norwegians, who intend to establish a farming and fishing community at Kromax, British Columbia, in addition to a number of German immigrants. Before the Vancouver sailed, the Bishop of Liverpool offered words of instruction and advice, and wished them to go to Canada, where he said there was room for everybody and plenty of work for willing hands. Sir Alexander Campbell was a passenger by the Vancouver, and altogether there were a thousand persons on board.

To-day 135 boys and girls left Liverpool by the Allan steamer, Cresswellian.

The youthful emigrants are from the Catholic Protective Society for immigrants.

INTERESTING BIBLE STATISTICS.

The Apocrypha has verses, 7,081.

The Apocrypha has chapters, 183.

The books of the Old Testament,

39.

The Apocrypha has words, 152.

185. Verses in the Old Testament, 23.

241. The books in the New Testament,

27.

Verses in the New Testament, 7,959.

Words in the Old Testament,

592,430.

Words in the New Testament,

181,253.

The chapters in the Old Testa-

ment, 929.

Letters in the New Testament,

2,728,160.

The chapters in the New Testa-

ment, 260.

The word "Jehovah" occurs 6,

895 times.

The middle book of the Old Testa-

ment is Proverbs.

The middle chapter of the Old

Testament is Job 29.

The middle verse of the New

Testament is Acts xvii.17.

The shortest verse in the New

Testament is John xi.35.

Chapter xix. of II. Kings and

chapter xxvii. of Isaiah are alike.

The longest verse in the Old

Testament is Esther viii.9.

The middle book of the New

Testament is II. Thessalonians.

The word "and" occurs in the New

Testament 10,604 times.

The middle chapter and shortest

in the Bible is Psalm cxvi.

The word "and" occurs in the Old

Testament 36,543 times.

The shortest verse of the Old

Testament is I. Chronicles i.25.

The middle verse of the Old

Testament is II. Chronicles xxii.17.

The middle chapters of the New

Testament are Romans xiii. and xiv.

Verse 22, chapter viii. of Ezra, has all the letters of the alphabet except "J."

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T. W. JACKSON,
Secretary.
From Qu'Appelle, N.W.T. Jan. 13, 1887.

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